

**RAIL SERVICE COMPETITION COUNCIL (RSCC)
COUNCIL MEETING MINUTES**

September 18, 2014
10:00 am – 2:30 pm

Board Room
Comfort Inn & Suites
455 McKinley Ave, Shelby, MT 59474

Conference Call: (712) 432-1212 / Meeting ID: 188-484-591 / Host Pin: 1276

Attendance

RSCC Members: Chairman Michael O’Hara, Carla Allen, Mayor Jerry Jimison, Russ Hobbs, Ron de Yong, Walt Ainsworth, Sen. Bruce Tutvedt, Commissioner Tony Berget, John Rogers

Montana Department of Transportation (MDT) Staff Support: Christopher Dorrington, Diane Myers, Ben Larcombe, Edward Butler

Other Government Agency Representatives: Dan Lloyd, Governor’s Office of Economic Development; Ben Tiller and Kim Falcon, Montana Department of Agriculture

Public: Barbara Ranf, Katelin Hofmann, BNSF Railway; Jim Lewis, Montana Rail Link; Larry Bonderud, Mayor of Shelby and Director of the Port of Northern Montana; Chris Christensen, Montana Farmer’s Union; Terry Whiteside, Consultant; Kathy Fasso, Port of Montana; Kristin Roso, Butte Silver-Bow; Dan Kidd, Montana Grain Growers Association; Byrom Crassna, Art Schmidt, Mountain View Coop; Greg Thayer, Montana Milling; Mark Lalum, Tim Miller, Keith Schumaker, Kyle Koschmedir, Paul Clark, Joe Knox, Cenex Harvest States (CHS)

RSCC Administrative Support: Melissa Lewis

Tour of the Port of Northern Montana

A tour of the Port of Northern Montana was provided by Shelby Mayor Larry Bonderud at 10:00-11:30 a.m.

Call Meeting to Order, Introductions

Chairman Michael O’Hara welcomed everyone and called the meeting to order at 12:15 p.m. All attendees were introduced.

Approval of Minutes

Mayor Jerry Jimison made a motion to approve the June 11, 2014 RSCC meeting minutes. Carla Allen seconded the motion. The motion carried unanimously by voice vote.

Financial Report

Diane Myers presented the financial report (attached). MDT Planning is responsible for the annual \$50,000 RSCC budget. A total of \$1,767 has been expended as of August 31, 2014. The balance after obligations is \$47,733. RSCC members who did not receive a reimbursement form can contact Melissa Lewis or Diane Myers to request a form.

Review Council Subcommittee Assignments & Appointment Process

Russ Hobbs reviewed the RSCC subcommittee structure. Three subcommittees (Ports/Intermodal, Economic Development, Industrial/Forest Products/Paper/Minerals) appear to be focused on the same topic— generating economic development and utilization of existing port/rail facilities to expand business operations in Montana. Russ Hobbs suggested combining the subcommittees into one Economic Development Subcommittee.

Chris Dorrington pointed out that a charter (attached) had been developed for the Economic Development Subcommittee, but not for the other two. Russ Hobbs indicated the other subcommittees could be included in the Economic Development Subcommittee charter with minor text edits.

Walt Ainsworth stressed the importance of the Governor’s Office of Economic Development’s (GOED’s) participation in Subcommittee discussions. John Rogers agreed and indicated the Subcommittee would likely be discussing issues that his office works on regularly, so GOED participation makes sense.

Walt Ainsworth recommended Russ Hobbs Chair the Subcommittee. Russ Hobbs concurred.

Russ Hobbs suggested current members of the individual subcommittees would roll over to the Economic Development Subcommittee, adding a total of four new members to the Subcommittee.

Walt Ainsworth made a motion to consolidate the Ports/Intermodal Subcommittee, the Industrial/Forest Products/Paper/Minerals and the Economic Development Subcommittee into one subcommittee which Russ Hobbs would Chair. Russ Hobbs seconded the motion. The motion carried unanimously by voice vote.

Members of the Economic Development Subcommittee include:

1. Russ Hobbs, Chair	Plum Creek
2. Doug Miller	Revett Minerals, Troy Mine
3. Walt Ainsworth	Watkins & Shepard Trucking
4. Representative Ryan Lynch	House District 74
5. Kathy Fasso	Port of Montana
6. Joel Clairmont	Dept. of Agriculture
7. John Rogers	Governor’s Office of Economic Development
8. Katie Hofmann	BNSF Railway Company
9. Jim Lewis	Montana Rail Link
10. Dan Harbeke	Union Pacific Railroad
11. Terry Whiteside	Whiteside & Associates

Multistate Corridor Operations and Management (MCOM) Update

Chris Dorrington provided an update on the status of MDT’s MCOM grant. MCOM is a federal grant program offered by USDOT for the coordination of national freight corridors. Originally, MCOM program funding was dedicated to one entity, the I-95 Corridor Coalition. In 2010, the program was opened to a competitive process and grants were awarded to successful applicants. MDT, with the support of the Port of Northern Montana in Shelby, applied for MCOM grant funding for the Great Northern Corridor Coalition and received two grant awards (MCOM I and MCOM II) totaling nearly \$1 million for study, planning and coalition building efforts.

MCOM I funding is currently being utilized to develop a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of the Great Northern Corridor, which spans from the Pacific Northwest to the Great Lakes. A Great Northern Corridor Coalition was also established to work toward specific objectives for freight movement along the corridor.

The study kicked off in Shelby in January with a meeting of the Coalition members and the consultant. A scenario planning workshop was held in May in Vancouver, bringing together coalition members and stakeholders.

The Coalition website <http://greatnortherncorridor.org/> is online and active. Other MCOM I deliverables include:

- Tech Memo 1 -- Corridor Infrastructure & Operations Assessment, Finalized
- Tech Memo 3 -- SWOT Analysis, Finalized
- Tech Memo 2 -- Freight Flows and Trends, First Draft Reviewed
- Tech Memo 5 -- Freight Movement System, First Draft Reviewed
- Tech Memo 4 -- Economic & Environmental Analysis, First Draft Due September 29
- Exec Summary & Action Plan, Expected December 2
- Final Report, Expected December 30

A Presentation of findings and recommendations is expected mid to late January 2015.

After MCOM I, the Coalition should have a better understanding of the overall corridor and operational deficiencies. The development of the Coalition toward a specific objective for freight movement is a “first” and a positive outcome of MCOM I.

MCOM II will take the findings of MCOM I and determine future project locations along the Corridor to help position those projects for potential future federal funding opportunities, such as USDOT’s Transportation Infrastructure Generating Economic Recovery (TIGER) grant program.

Questions:

Ron de Yong: When working through the scenario planning process, did you consider future shipment potential and corridor capacity? My concern as the Director of Agriculture is that I’m trying to get new diversification started, and if anyone gets pushed out because of capacity issues, it’s the newer entities. Does this get included in the future scenario workshop?

Chris Dorrington: Yes, the future scenarios included potential new commodities coming online and corridor capacity issues. Study results are not expected to be exhaustive, by industry or commodity.

Walt Ainsworth: Do you anticipate the consultants will expend the \$1 million budget?

Chris Dorrington: Yes, the approximate \$450,000 MCOM I equals about 1.5 years of work from the development of RFP to consultant work. The budget will be consumed.

Railroad Reports – Crude Oil by Rail, Safety Advisory & Reporting Process Montana Rail Link (MRL)

Jim Lewis: MRL moved eight trains of crude oil in 2013 and 46 in 2014 through August.

In August 2013, there was an emergency order from the Federal Railroad Administration that included additional inspections, more crew members and locomotives being locked if left unattended. In February of this year, there were additional voluntary standards adopted by the American Association of Railroads and MRL. The U.S. DOT also issued an order for railroads to report crude shipments to State Emergency Response Councils. MRL provides this report to Montana and Idaho officials each Monday. The report details what trains are carrying and when and where they are traveling. If the destination or commodities change, we send an updated report. That information is made public. MRL is following all the regulations. The majority of crude in Montana is moving along the Hi Line.

On July 23, 2014, USDOT proposed new rules to phase out older DOT-111 tank cars for freight trains carrying Bakken crude oil. According to the proposed new rules, 228,000 DOT-111 tank cars will need to be phased out in two years with a focus on phasing out Packing Group I carrying flammable liquids. However, public comment might sway USDOT to lengthen the phase out period or allow for retrofitting.

Questions:

Russ Hobbs: How long would it take to replace 228,000 cars?

Jim Lewis: I've heard up to ten years because there's such a backlog. If you wanted to order a new car today, you are looking at 2016. But if there's a federal mandate, production might be ramped up.

Chairman Michael O'Hara: How many manufacturers are there currently?

Jim Lewis: There are several tank car manufacturers. Including Greenbrier and Trinity.

Mayor Jerry Jimison: In addition to your report, are you above or below 2008 in terms of total traffic?

Jim Lewis: We handled 18-19 trains per day for the first quarter 2014. In July, we saw it really start to drop down. For last two months, averaged 14-15 trains per day. We're continuing to invest in our infrastructure and to hire new employees. We've added 170 new employees in 2014. We're doing everything we can to keep those new hires from being furloughed. We're expecting things to pick up in the 4th quarter.

The domestic power plants we service are rebuilding their coal stockpiles and we expect volume to be up about a half a train per day and we expect that to continue throughout the remainder of this year. At some yards, onsite coal reserves are just days instead of common 30-day cushion.

Export coal volume will continue to grow with added capacity at Canadian ports. Roberts Bank is increasing capacity by 2 to 3 million tons over the next five years. Proposed ports in Longview

and Bellingham are going through the permitting process, but we're not expecting any new ports coming online soon. Expansion at Centralia, WA or Boardman, OR - people in the industry give those ports a 50/50 chance of happening.

Our on-line traffic is up about 5 percent this year. CHS recently announced they are investing over \$400 million in their Billings refinery over the next five years to increase diesel production. Roseburg Products in Missoula just invested millions in their Missoula particle board mill. Ash Grove Cement in Helena just opened a new terminal to ship cement to the Bakken. Townsend lime plant volumes are also up. We're optimistic that our Montana customers will continue to grow.

Mayor Jerry Jimison: Have you shut down the Bitterroot Valley line yet?

Jim Lewis: No, we have not shut down that line. We discontinued service. It is our hope that the line could be re-opened at some point should volume develop. Our Sales Department continues to follow-up on new business development in the area.

Public question: What is the total capacity of MRL? What is the maximum that could be moved per day?

Jim Lewis: We've been asked that question and it's a difficult one to answer. We feel like its 25 to 28 trains per day with continued capital investment and hiring of new employees. If we invested hundreds of millions (\$200 million noted for Laurel to Continental Divide), that could be increased somewhat. Crude and coal shipments are often focused on by the public, but domestic intermodal is a fast growing industry, and one to be watched. US Express Trucking announced a 13 percent pay increase to lure drivers to the industry and publicly stated that they could haul an additional 5,000 loads per month if they had the drivers. This is not uncommon in the trucking industry and they are increasingly using rail due to lacking manpower. Economic development, truck driver shortages, and limiting drivers' hours of service through new regulations are limiting trucking production and pushing more volume to the rail. My point is that general rail volume is going to grow based on population growth, consumption rates and an improving U.S. economy. Even with this growth, we do not believe that volumes will reach the levels that have been predicted by some groups.

BNSF Railway Company

Barbara Ranf and Katie Hofmann provided information on crude by rail as well as a service update.

As a common carrier under federal law, railroads are required to move hazardous materials. An astounding 99.9977% of all rail shipments reach their destination without incident. We're focused on operating free of accidents and injuries and on preventing accidents in the first place. First is prevention. These action plans to reduce risk include employee training, positive train control, equipment/mechanical inspection and technology, track/signal inspection and capital investment and operating practices. Our capital spending in 2014 is \$5 billion of which \$2.3 billion is for network maintenance. U.S. DOT agreement provides additional operating practice risk reductions, including speed restrictions, risk-based routing, and emergency response. Second is mitigation. The rail industry voluntarily adopted stronger tank car standards in 2011 and 2013. BNSF issued an RFP for 5,000 next generation tank cars to accelerate the design and production. Third is response. BNSF provides shipment information access by first responders,

training and mobilization in the event of an incident. BNSF trains an average of 3,500 local emergency responders each year – more than 65,000 since 1996. BNSF provided specific 2014 Montana information to the Council on 1st responder training, geographic response plan developments, and community meetings. In addition, following an agreement with U.S. DOT, railroads are developing inventories of resources for key route emergency responders, locations for staging equipment, and community notification contacts for Key Trains which carry hazardous materials.

Additional investments by BNSF Railway:

- Total capital investment for 2014 is \$5 billion.
- Yearly goal of purchasing 500 new locomotives- purchased 339 to date
- Hire 3,000 Train Yard and Engine- 2,419 to date
- 2,000 Engineering and Mechanical Hiring- 2,305 to date
- \$900 million expansion capital- \$499 million to date
- \$2.3 billion maintenance capital- \$1.571 billion spent to date.

Questions:

Public question: What is the status of new grain cars?

Katie Hofmann: We have about 5,000 new rail cars and 900 are grain hoppers.

Mayor Jerry Jimison: Last time we met, some of the issues with delivery times had to do with manpower and power locomotives. It sounds like BNSF Railway has a handle on both those right now. Do you envision being caught up shortly? Are there delivery time delays?

Katie Hofmann: We have about 500 “past dues” across the state. 9.1 days late is the current average. We are seeing improvement and we’re gaining more employees, but as Harvest picks up, more single cars will shift to shuttle units.

Russ Hobbs: What is your dwell time? Are you seeing improvement?

Katie Hofmann: Dwell times are coming down.

Chairman Michael O’Hara: What is your net new hire number, after taking retirement into consideration?

Barbara Ranf: I will get that number to you.

Commissioner Tony Berget: How many trains per day are crossing the Hi Line?

Barbara Ranf: About 40 trains per day.

Chris Dorrington: You indicated BNSF will increase unit trains to help with harvest. Is that to help Montana or the Midwest?

Katie Hofmann: Corn and soybean harvest will be starting soon wheat will move after other row crops, we position shuttles where the market demand is.

Judith River Trestle

Carla Allen: The Judith River Trestle was damaged by 2011 floods. With the help of the Economic Development Administration and MDT, the bridge has recently completed repair and we are in the process of putting the track back on the new section of the trestle (week of 9/15/14). CMR hopes to run end of September and be back in full service spring of 2015.

Grain Shipping & Cost of Transportation (COT) Fees

Senator Bruce Tutvedt: At the time I requested that COT fees be added to the meeting agenda, they were a lot higher. I'd like to invite Tim Miller from CHS to come forward and share his viewpoint.

Tim Miller: I work for CHS country operations and we're large shippers on BNSF Railway. We primarily ship energy products, grain and fertilizer. Think about grain and how that impacts growers. If we have a slowdown in service, it impacts our business operations. It impacts level of service and profitability.

As an example, we had customers get low on propane last year and it impacted our business. We're a farmer owned co-op.

We load shuttles on BNSF Railway and we've built our facilities to be very efficient. They are designed not to dwell. If you buy capacity and if you're not getting it, it increases costs across the board and it also affects exports. If you can't fulfill your export commitments, foreign markets will go elsewhere. Farmers have a lot to move in the next 90 days. If velocity is good, we can do 3 turns per day. We have the crews and manpower. We can load cars 24 hours a day, seven days per week. We've had crews loading cars on Sunday at 1:00 a.m. and then seen those same cars sit idling for the next seven days. When that happens, we have to pay demurrage on boats. We've spent hundreds of thousands of dollars to get on boats. What was once 10¢/bushel shipping costs is now 50¢-\$1/bushel.

Discussion also took place about a \$3-4k tipping point for single car fees, pushing shippers to select trucks over rail.

In summary, crude by rail is here to stay and the agricultural sector needs a long term plan so we can continue to serve the industry.

Jim Lewis: The more volume you have, the more likely you're going to get caught flatfooted. MRL once didn't have the cars, didn't have the workforce. The railroads will get there but it could be another tough winter. There's only so much track you can build. BNSF Railway added about 60 miles to the Hi Line. Last year was a record grain harvest, this year could be even bigger with noted record yields for corn and soybeans. Record harvests are becoming the norm. I think everyone is holding their breath for the next grain harvest, which should be kicking in over the next 2-3 weeks.

Senator Bruce Tutvedt: We need to improve rail service in Montana. I'd like us to discuss SB 291 <http://leg.mt.gov/bills/2009/billpdf/SB0291.pdf> at the next meeting. It was a bill sponsored by Senator Jerry Black in 2009 and would have established a Montana Railroad Authority, had it not been vetoed by Governor Schweitzer.

Chris Dorrington: What are you proposing between now and December?

Senator Bruce Tutvedt: I'd like the RSCC to examine SB 291 and be prepared to discuss it at the next RSCC meeting.

Russ Hobbs: Is Larry Bonderud here? Didn't he bring this to our attention earlier this year?

Larry Bonderud: Only with the blessing of the RSCC would SB 291 advance. Senator Jerry Black and I were behind this bill when I served on the RSCC. We wanted the RSCC to have more teeth. We modeled SB 291 after South Dakota. It passed the House and the Senate and was vetoed by Governor Schweitzer. It then came up 1 vote short of a veto override. We passed it because it's the right thing to do. The Port of Northern Montana would be supportive if RSCC wants to go in that direction.

SB 291 would give bonding authority to the RSCC to fund acquisition and improvements, to get rail projects built. South Dakota acquired hundreds of miles of rail track and then resold that track. It becomes another mechanism to address infrastructure deficiencies and shortages. The model is there, but as a state entity, the RSCC cannot lobby for its passage at the Montana Legislature. If others that have an interest come together—like railroads and port authorities—it could happen. You'd want to go to the governor's office first to get their feedback and blessing. In hindsight, we should have done that in 2009.

John Rogers: Besides the governor at the time, was there any other opposition?

Larry Bonderud: Only the Montana Departments of Transportation and Agriculture, Montana Department of Commerce, Governor's Office of Economic Development, Department of Revenue. There was no other public or private opposition. I believe BNSF Railway was neutral. There may have been some supporters.

Walt Ainsworth: Do we need a motion or a request?

Senator Bruce Tutvedt: Prior to the December meeting, I'll see that a copy of the bill is forwarded to the RSCC for review.

Subcommittee Reports

Ports/Intermodal Subcommittee

Walt Ainsworth: We already discussed consolidating the subcommittees. We did have a ports and intermodal subcommittee meeting in Butte at the Port of Montana. Kathy Fasso and Rep. Ryan Lynch attended. (I don't recall this part – I thought we had a conference call with Walt, but didn't realize they were at the port of MT, with Ryan Lynch or Kathy Fasso. The Economic Dev Subcommittee met at the Port.) When we got the Montana World Trade Center (MWTC) report, we really did not get the information or data that we wanted.

Kathy Fasso: Anthony Rodriguez with the MWTC provided information, but it was essentially a data dump. Our next step is to mine the data. The information is dated, it is from 2010. But I think it is still a good group of information for us to dig into.

Walt Ainsworth: We'll look at the data and have it to discuss at the next RSCC meeting.

Economic Development Subcommittee

Russ Hobbs: What I want to start off with is the vision for the combined subcommittee. We have the MWTC data and we're getting the companies, and we're trying to anticipate their transportation needs in Montana. We can help the businesses find the transportation methods or lanes they need to do their business better. We met at the Port of Montana in Butte and there weren't any specific examples for a business case or companies coming forward to ship through Silver Bow. We want to give them the opportunity to negotiate their own rates and have the Subcommittee be the pathway or the middleman to test the effort to collaborate with the railroad, ports and producers.

Plum Creek is working with Kathy Fasso to move product through Silver Bow/Port of Montana and use our experience as a test bed. Trucking is currently a challenge – getting trucks. Union Pacific (UP) also did not have a lot of cars because they were in the middle of canning season in California. We are in the process of identifying those issues.

This discussion leads into item 10.2.2 on the agenda. We talked about what this group can do to drive economic development. The group came up with a project to develop a Montana Transportation Toolkit to develop a digital or printed booklet to identify the key players in Montana to make shipments happen. This group has all the information. Together, we could create a concrete tool to encourage economic development. It could be a website or a webpage instead of a printed document, as contacts will change and things will develop. We can get our hands around it and be productive.

John Rogers: In the background, GOED has been trying to do something like this on a broader scale. We are launching a business portal. One of the things we've been working most diligently on is a database so that information is available for businesses and industries. We're interested in anything that we can have, like this toolkit.

Another tool, www.montanasiteselector.com is one that business can utilize to identify locations in Montana to establish new businesses. The more that usable information is available, the sharper our tool becomes to develop our economy. I personally gravitate toward electronic documents.

Chris Dorrington: MDT has modeled an online agriculture shuttle facility location map. A user can zoom in and out on a base map and can select facilities to find out more information. MDT can participate, provide technical assistance to develop a Montana Transportation Toolkit based on our current agriculture facility online map, using information we have. GOED will have to provide the rest of the information requested (logistics companies, etc.).

Russ Hobbs: At what level do we work on this? A subcommittee? Or a committee?

Chris Dorrington: Let's get good and consistent with the data we have currently and then see if it makes sense to go to the next level.

Russ Hobbs: I'd like to make a motion that the Economic Development subcommittee will take the lead on developing a Montana Transportation Toolkit. Mayor Jimison seconded motion. The motion carried unanimously by voice vote.

Shippers' Association Scan

From the Economic Development Subcommittee meeting, Chris Dorrington suggested the shippers may be benefited from a shipper's association. Chris sought some information from his counterparts in other states to see if Shipper Associations were working. Chris had a limited response, with Minnesota providing information on the Midwest Shippers' Association (Bruce Abbe, Executive Director, bruce@mnshippers.com, www.midwestshippers.com/).

Agriculture Subcommittee

Carla Allen: The Agriculture Subcommittee met on Monday. Director Ron de Yong shared information about his biweekly conference calls with BNSF Railway and his national 2014 Departments of Agriculture Director's midyear meeting in Vermont. Terry Whiteside then updated the council on the Surface Transportation Board (STB) meetings.

Ron de Yong: I am participating in bi-weekly calls with Ali Bovingdon from the Governor's Office, Montana Department of Transportation, the US Department of Agriculture and BNSF Railway. We exchange information between Montana and BNSF Railway. Overall, BNSF Railway has reduced late cars and improved service. However, service backlogs could increase as harvest season continues and other US farm commodities in the field are brought in.

Market prices are down, reducing volumes shipped and likely increasing on-farm storage until market prices recover. Rains have impacted the quality and volume of cereals harvested, impacting producers and grain elevator operators. The state crop lab is running over capacity to test and grade samples with farmers seeking immediate information to best time the market. Another bountiful US corn harvest, the war in the Ukraine and Russian market trade sanctions, record wheat yields in South Dakota, late season spring wheat planting and harvest in Canada – all will impact export volumes and Montana's economy.

Strategies for pushing full unit train service may not be best due to the above factors. BNSF Railway was encouraged to consider sub-unit train service to capitalize on and ship Montana's high value pulse crops now while wheat harvest variables play out.

Jim Lewis—MRL has shifted our philosophy and we are taking a higher risk approach by proactively investing in infrastructure, rolling stock and manpower. We're willing to gamble a bit and risk more. The same holds true with other rail service providers. Potential future growth is a difficult decision and we're hoping it will pay off. It is difficult to invest capital on a hunch that we're going to be busy.

Ron De Yong: I want to thank MRL and BNSF Railway for the investments being made. You made investments before problems even occurred. That was Phase I. I'd encourage you to use that same model for future investments. You will see a return on your investment.

Ben Tiller: 2013 totaled over \$7.445 million in pulse crops. So far we've seen over \$3 million in 2014.

Kim Falcon: USDA estimates we'll be up 18 percent in 2014.

Energy Shipping Subcommittee

Mayor Jerry Jimison: The Energy Subcommittee has not met since our last full meeting of the council. Most of the news is still current with a goal of getting the rail capacity leveled out while the other commodities demand service.

Industrial/Forest Products/Paper/Minerals Subcommittee

Russ Hobbs-No Report.

Montana Amtrak Operations

Robert Eaton provided a Power Point presentation (attached) regarding the history of Amtrak, Passenger Rail Investment and Improvement (PRIIA) and Amtrak service in MT. Robert Eaton will provide ridership data to Chairman Michael O'Hara.

John Rogers thanked Amtrak for participating in the state's economy.

Surface Transportation Board Update

Terry Whiteside provided a Power Point presentation regarding the STB work and efforts regarding US rail congestion and service, including a proposed bill to increase the STB's powers.

Next Council Meeting Date, Location, and Agenda Items

The next RSCC meeting will be held on Thursday, December 11 from 9:00 a.m. to 3:00 p.m. at the Montana Department of Transportation, Planning Conference Room A.

Comments or issues from Council members

No additional comments or issues were raised by Council members.

Public comment period

No comments were offered by the public.

Adjournment

With no further business to discuss, Chairman O'Hara adjourned the meeting at 3:15 p.m.